

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1-16. (Cancelled)

17. (Withdrawn) A method for manufacturing a brake assembly, the method comprising:

providing a brake plate having a plurality of fastener apertures and an alignment slot, wherein the plurality of fastener apertures includes corner fastener apertures provided at four corners of the brake plate and two intermediate fastener apertures provided on opposite sides of the brake plate;

inserting a set of preassembled fasteners into the two intermediate fastener apertures of the brake plate;

molding a friction material brake lining over the set of preassembled fasteners, the friction material brake lining covering the set of preassembled fasteners;

providing a brake shoe having a plurality of holes corresponding to the location of the plurality of fastener apertures of the brake plate, the brake shoe further including a key protruding from an outer radial surface;

mating the alignment slot with the key by aligning the preassembled fasteners with corresponding holes in the brake shoe prior to the alignment slot receiving the key;

inserting a fastener in each of the corner fastener apertures, the fasteners extending through corresponding holes in the brake shoe and fastener apertures in the brake plate; and

securing the brake plate by fastening the fasteners and the preassembled fasteners to the brake shoe with the slot receiving the alignment key to resist radial movement of the brake plate relative to the outer radial surface of the brake shoe.

18. (Withdrawn) The method of claim 17 wherein the molding step comprises molding the friction material brake lining on the brake plate while preventing application of the

friction material brake lining over portions of the four corners of the brake plate, wherein each corner of the brake plate includes one of the corner fastener apertures.

19. (Withdrawn) The method of claim 17 wherein providing the brake plate comprises forming the alignment slot as an axially elongated aperture and forming the key as an axially elongated rib to fit within the axially elongated aperture.

20. (Withdrawn) The method of claim 19 further comprising forming a pair of axially elongated slots in the brake plate and forming a corresponding pair of axially elongated keys in the brake shoe.

21. (Withdrawn) The method of claim 17 wherein providing the brake shoe comprises forming the key as an integrally formed portion of the brake shoe.

22. (Withdrawn) A method for manufacturing a brake assembly, the method comprising:

providing a brake plate having a plurality of fastener apertures and a protrusion, wherein four of the fastener apertures are corner fastener apertures provided at four corners of the brake plate and two of the fastener apertures are intermediate fastener apertures provided on opposite sides of the brake plate;

inserting a set of preassembled fasteners into the two intermediate fastener apertures of the brake plate;

molding a friction material brake lining onto the brake plate over the set of preassembled fasteners, the friction material brake lining covering a portion of each member of the set of preassembled fasteners;

providing a brake shoe having a plurality of holes corresponding to the location of the plurality of fastener apertures of the brake plate, the brake shoe further including an opening in an outer radial surface;

mating the protrusion with the opening by aligning each member of the set of preassembled fasteners with corresponding holes in the brake shoe prior to inserting the protrusion into the opening;

inserting a fastener in each of the corner fastener apertures with each fastener extending through a corresponding hole in the brake shoe and a fastener aperture in the brake plate; and

securing the brake plate by fastening the fasteners and the preassembled fasteners to the brake shoe with the protrusion being inserted into the opening to resist radial movement of the brake plate relative to the outer radial surface of the brake shoe.

23. (Withdrawn) The method of claim 22 wherein the molding step comprises molding the friction material brake lining on the brake plate while preventing application of the friction material brake lining over portions of the four corners of the brake plate, wherein each corner of the brake plate includes one of the corner fastener apertures.

24. (Withdrawn) The method of claim 22 wherein providing the brake plate comprises forming the protrusion as an axially elongated aperture and forming the opening as an axially elongated rib to fit within the axially elongated aperture.

25. (Withdrawn) The method of claim 22 further comprising forming a pair of axially elongated protrusions in the brake plate and forming a corresponding pair of axially elongated openings in the brake shoe.

26. (Withdrawn) The method of claim 22 wherein providing the brake shoe comprises forming the opening as an integrally formed portion of the brake shoe.

27-40. (Cancelled)

41. (New) A brake shoe assembly comprising:

a brake shoe having an outer radial surface, at least one slot protruding inward from the outer radial surface, and a plurality of shoe holes in the outer radial surface for individual fasteners;

a brake plate having a backing plate and a frictional brake lining, wherein the backing plate includes plate holes, at least one key protruding radially inward relative to the brake

shoe to mate with the slot for resisting movement of the brake plate relative to the outer radial surface of the brake shoe without the key passing completely through the brake shoe, and a preassembled fastener spaced from the key and extending away from the brake lining and toward the brake shoe to facilitate alignment of the key with the slot, and wherein the frictional brake lining is molded to the backing plate to form a continuous molded layer that covers at least a portion of the preassembled fastener, the brake lining being free of holes extending completely through the continuous molded layer; and

a plurality of individual fasteners that insert through respective plate and shoe holes to secure the brake plate to the brake shoe.

42. (New) The brake shoe assembly of claim 41 wherein the slot protrudes inward without passing completely through the brake shoe.

43. (New) The brake shoe assembly of claim 41 wherein the plate holes in the backing plate are spaced from the frictional brake lining to prevent damage to the frictional brake during insertion of the individual fasteners through respective plate and shoe holes.

44. (New) The brake shoe assembly of claim 41 wherein the backing plate includes four corners defining the plate holes as well as portions of the backing plate where the backing plate is free from the frictional brake lining.

45. (New) The brake shoe assembly of claim 41 wherein the backing plate includes four corners defining the plate holes, the frictional brake lining being molded to a portion of the backing plate to expose the plate holes in the backing plate.

46. (New) The brake shoe assembly of claim 41 wherein the backing plate includes four corners defining the plate holes and an area between each of the four corners, the frictional brake lining being molded to the area between each of the four corners to expose the plate holes in the backing plate.

47. (New) The brake shoe assembly of claim 41 wherein the backing plate includes a plurality of apertures and the frictional brake lining is molded at least partially through each of the apertures in the backing plate to facilitate attachment of the frictional brake lining to the backing plate.

48. (New) The brake shoe assembly of claim 47 wherein the frictional brake lining is integrally molded into each of the apertures in the backing plate to mechanically attach the frictional brake lining to the backing plate.

49. (New) The brake shoe assembly of claim 47 wherein each of the apertures in the backing plate is spaced from each plate hole, key, and preassembled fastener in the backing plate.

50. (New) The brake shoe assembly of claim 41 wherein the preassembled fastener is longer than the key to facilitate aligning the key relative to the slot prior to the slot receiving the key.

51. (New) The brake shoe assembly of claim 50 wherein the preassembled fastener facilitates alignment of the plate holes relative to the shoe holes.

52. (New) The brake shoe assembly of claim 41 wherein the preassembled fastener is flared over and around the shoe holes in the brake shoe to secure the brake plate to the brake shoe.

53. (New) The brake shoe assembly of claim 41 wherein the key in the brake plate is axially elongated and the slot in the brake shoe is axially elongated to receive the elongated key.

54. (New) The brake shoe assembly of claim 41 wherein the key includes a pair of axially elongated keys and the slot includes a pair of axially elongated slots for receiving the pair of axially elongated keys.

55. (New) The brake shoe assembly of claim 41 wherein the key is a circumferential key and the slot is a circumferential slot around part of the brake shoe to receive the circumferential key.

56. (New) The brake shoe assembly of claim 41 wherein the key includes a pair of circumferential keys and the slot includes a pair of circumferentially extending slots for receiving the pair of circumferential keys, the pair of circumferential keys corresponding in size to the circumferentially extending slots.

57. (New) The brake shoe assembly of claim 41 wherein the key mates with the slot to transfer a substantial shear force from the brake plate to the brake shoe when a brake drum in a vehicle applies the substantial shear force to the brake plate.

58. (New) The brake shoe assembly of claim 41 wherein punching the backing plate forms the key as part of the backing plate.

59. (New) The brake shoe assembly of claim 41 wherein the individual fasteners are rivets.

60. (New) The brake shoe assembly of claim 41 wherein the individual fasteners are threaded clinch stud bolts.

61. (New) A brake shoe assembly comprising:
a brake shoe having an outer curved surface, at least one slot protruding inward from the outer curved surface without passing completely through the brake shoe, and a plurality of shoe holes passing through the brake shoe to receive individual fasteners;
a backing plate including plate holes, at least one key formed from the backing plate and extending outwardly to mate with the slot for resisting movement of the backing plate relative to the outer curved surface of the brake shoe without the key extending completely through the brake shoe, and a preassembled fastener spaced from the key and extending away from the brake lining and toward the brake shoe to facilitate alignment of the key with the slot;

a frictional brake lining molded to the backing plate to form a continuous molded layer that covers at least one end of the preassembled fastener, the brake lining being free of holes passing completely through the continuous molded layer; and

a plurality of individual fasteners that insert through respective plate and shoe holes to secure the backing plate to the brake shoe, the plate holes being spaced from the frictional brake lining to allow insertion of the individual fasteners through respective plate and shoe holes.

62. (New) The brake shoe assembly of claim 61 wherein the backing plate includes four corners defining the plate holes and an area between each of the four corners, the frictional brake lining being molded to the area between each of the four corners to expose the plate holes in the backing plate.

63. (New) A brake shoe assembly comprising:

a brake shoe having an outer radial surface, at least one slot protruding inward from the outer radial surface without passing completely through the brake shoe, and a plurality of shoe holes in the outer radial surface for individual fasteners;

a brake plate having a backing plate and a frictional brake lining, wherein the backing plate includes plate holes, a plurality of apertures spaced from each plate hole, at least one key to mate with the slot for resisting movement of the brake plate relative to the outer radial surface of the brake shoe without the key passing completely through the brake shoe, and a preassembled fastener longer than the key spaced from the key and extending away from the brake lining and toward the brake shoe to facilitate alignment of the key with the slot as well as alignment of the plate holes with the shoe holes, and wherein the frictional brake lining is molded into each of the apertures in the backing plate to mechanically attach the frictional brake lining to the backing plate, the frictional brake lining forming a continuous molded layer that is free of holes passing completely through the molded layer, and the frictional brake lining further covering at least a portion of the preassembled fastener; and

a plurality of individual fasteners that insert through respective plate and shoe holes to secure the brake plate to the brake shoe.

64. (New) A brake shoe assembly comprising:

a brake shoe having an outer radial surface, at least one elongated slot protruding inward from the outer radial surface without passing completely through the brake shoe, and a plurality of shoe holes passing through the brake shoe in the outer radial surface for individual fasteners;

a backing plate including four corners defining plate holes, a plurality of apertures spaced from each plate hole, at least one elongated key protruding radially inward from the backing plate to mate with the elongated slot for resisting movement of the backing plate relative to the outer radial surface of the brake shoe without the elongated key passing completely through the brake shoe, and a preassembled fastener longer than the elongated key, spaced from the elongated key and plate holes, and extending away from the brake lining and toward the brake shoe to facilitate alignment of the elongated key with the elongated slot as well as alignment of the plate holes with the shoe holes;

a frictional brake lining molded into each of the apertures in the backing plate to mechanically attach the frictional brake lining to the backing plate, the frictional brake lining forming a continuous molded layer that is free of holes passing completely through the molded layer, and the frictional brake lining further covering at least one end of the preassembled fastener as well as portions of the backing plate between each of the four corners in the backing plate while exposing the plate holes in the four corners; and

a plurality of individual fasteners that insert through respective plate and shoe holes to secure the backing plate to the brake shoe.

65. (New) A brake shoe assembly comprising:

a brake shoe having an outer radial surface, a plurality of receptacles passing through the outer radial surface, and a plurality of bore holes in the outer radial surface for preassembled fasteners; and

a brake plate having a cylindrical backing plate and a frictional brake lining, wherein the cylindrical backing plate includes tangs that are partially severed from the backing plate to mate with respective receptacles for resisting movement of the brake plate relative to the outer radial surface of the brake shoe without the tangs passing completely through the brake shoe, and a plurality of preassembled fasteners spaced from the tangs and extending away from

the brake lining and toward the brake shoe to facilitate alignment of the tangs with the receptacles, and wherein the frictional brake lining is molded to the backing plate to form a continuous molded layer that covers each of the preassembled fasteners, the brake lining being free of holes extending completely through the continuous molded layer;

wherein the tangs and the receptacles supplement the preassembled fasteners in securing the brake plate to the brake shoe and particularly resist shear forces between the brake plate and brake shoe.

66. (New) A brake shoe assembly comprising:

a brake shoe having an outer surface defining a plurality of flats, the flats including a plurality of holes to receive preassembled fasteners and at least one key way spaced from each of the holes and protruding inward from the outer surface; and

a brake block having a generally flat backing plate and an arcuate frictional brake lining, wherein the flat backing plate includes at least one key partially punched from the backing plate to mate with the key way for resisting movement of the brake block relative to the outer radial surface of the brake shoe, and the flat backing plate further including a plurality of preassembled fasteners spaced from the key, each of the preassembled fasteners extending away from the brake lining and toward the brake shoe to facilitate alignment of the key with the key way, and wherein the arcuate frictional brake lining is molded to the flat backing plate to form a continuous molded layer that covers at least a portion of the preassembled fasteners and is free of holes extending completely through the continuous molded layer;

wherein the key and the key way supplement the preassembled fasteners in securing the brake block to the brake shoe and particularly resist shear forces between the brake block and brake shoe.

67. (New) The brake shoe assembly of claim 66 wherein the arcuate frictional brake lining is molded to the key in the flat backing plate without extending completely through the key way of the brake shoe when the key mates with the key way.

68. (New) The brake shoe assembly of claim 66 wherein the key is formed by a portion of the backing plate partially punched through the backing plate and the key way is

a hole formed in the brake shoe at a location corresponding to the location of the key in the brake plate.

69. (New) A brake shoe assembly comprising:

a brake shoe having an outer surface defining a plurality of flats, the flats including a plurality of holes to receive preassembled fasteners and at least one bore spaced from each of the holes and protruding inward from the outer surface; and

a brake block having a generally flat backing plate and an arcuate frictional brake lining, wherein the flat backing plate includes at least one key formed from the backing plate to mate with the bore and resist movement of the brake block relative to the outer radial surface of the brake shoe and a plurality of preassembled fasteners spaced from the key, each of the preassembled fasteners extending away from the brake lining and toward the brake shoe to facilitate alignment of the key with the bore, and wherein the arcuate frictional brake lining is molded to the flat backing plate to form a continuous molded layer that covers the preassembled fasteners without extending completely through the bore of the brake shoe when the key mates with the bore;

wherein the key and the bore supplement the preassembled fasteners in securing the brake block to the brake shoe and particularly resist shear forces between the brake block and brake shoe.